

AVIATION

The Oldest American Aeronautical Magazine

APRIL 28, 1924

Issued Weekly

PRICE 10 CENTS



Martin Bomber of the Air Service bombing the ice jam on the Platte River

VOLUME
XVI

SPECIAL FEATURES

NUMBER
17

SKYWRITING A LA "DERE MABEL"
PROGRESS OF ROUND THE WORLD FLIGHTS
NATIONAL AND INTERNATIONAL AIR LEGISLATION
WORK OF THE AERONAUTICAL SAFETY CODE COMMITTEE

GARDNER PUBLISHING CO., Inc.,
HIGHLAND, N. Y.
225 FOURTH AVENUE, NEW YORK



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GOODYEAR

AVIATION EQUIPMENT



— FREDERICK —

For Human Locomotion

IN the "Outline of History," H. G. Wells writes that "by 1909 the aeroplane was available for human locomotion." It is an interesting coincidence that since 1909 exactly, The Glenn L. Martin Company has been building quality aircraft.

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THE GLENN L. MARTIN COMPANY
CLEVELAND

Builder of Quality Aircraft since 1909

APRIL 28, 1924

AVIATION

VOL. XVI. NO. 16

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THESE FOUR CARDINAL VIRTUES
HAVE NEVER BEFORE BEEN COMBINED TO SO GENEROUS AN EXTENT AS IN THE

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IN RECOGNITION OF THIS FACT THE UNITED STATES GOVERNMENT HAS INCLUDED A NUMBER OF THESE PLANES IN ITS PRESENT BUILDING PROGRAM

BOEING AIRPLANE COMPANY

CONTRACTORS TO UNITED STATES GOVERNMENT
GEORGETOWN STATION, SEATTLE, WASH.

PUBLISHER'S NEWS LETTER

There is no subject in all aeronautical discussion on which such widely different views are held as with respect to McCook Field as to the engineering activities of the Army Air Service. The announcement from Dayton that General Mitchell will, on his return from his trip around the world, be assigned to the command at McCook Field, intensifies the controversy. General Mitchell, before he left gave certain indications that a change in his activities would render him unsuitable for such a command. But for the purpose of considering the announcement, it can be assumed that on his return he will take over the command of the Engineering Division at Dayton. The announcement further states:

"Important development work of the coming year at McCook Field includes the relocation of that field, the establishment of an ideal base for building and testing airplanes, and the opening of a military academy for aviators."

"The relocation of McCook Field on a tract of 5000 acres just west of Wilbur Wright Field, donated to the Air Service for that purpose, will make it the largest aerial center in the world, involving the expenditure of millions. It is proposed to dedicate this new field simultaneously with the international air meet to be staged here next October."

* * * * *

The obvious enquiry about any new head of an engineering enterprise is about his engineering experience. With every appreciation of General Mitchell's skill as a flier and his broad knowledge of aviation, his engineering training has only been acquired at a side line as he has risen from a truck driver in 1898 to his present rank. As a matter of fact, General Mitchell learned to fly in 1916 and has devoted his time mainly to the strategy of aircraft in war, battlefield bombing experience and a continuous and persistent fight for a separate Air Force. To make him the head of the Engineering Division substitutes either of two things—that his presence is not desired in Washington or the Air Service has no aeronautical engineers capable of handling this branch of the Air Service.

There is still another explanation of the appointment and it is in the statement that the Air Service "will make it the largest aerial center in

the world, involving the expenditure of millions." Dayton may have in hypothesis the Air Service officers that the engineering proposal may actually be planned. As a well informed correspondent writes: "With reference to McCook Field, the people have simply happened to it and showed common sense initiative and interest in the matter. Everyone knows it would be impossible to get Congress to appropriate money enough to buy sufficient land for the purpose. Therefore the matter reduces itself down to a question of accepting a gift or attempting to use government land already available." We know the inadequacy of exploration of a gift horse's mouth, but when it appears to be highly probable we become interested in its value. General Patrick has recommended \$5,000,000 to be spent in Dayton on the \$400,000 gift site. The pay roll of McCook has averaged about \$2,000,000 a year. A very high class of people are kept in Dayton. General Patrick has recently made public some of the salaries paid. A flier receives \$5,700 a year; a chief accountant \$5,200; three aeronautical engineers, \$5,000 each; two aeronautical designers, \$5,000 each; two mechanical engineers, \$5,000 each; a planner expert, \$4,200; a legal assistant, \$4,200; an aeronautical and mechanical engineer, \$4,000 each; a physicist, \$5,000; two chief mechanics, \$3,500 each; and \$1,000, while 117 more get between \$2,500 and \$3,000. Wages for mechanics are the same as are paid in the high class factories in Dayton, but paid on an annual basis with vacations. It will be seen from the above why Dayton, as a progressive city, is interested in having McCook Field retained and expanded.

While looking over the announcement from Dayton about General Mitchell, a disquieting note made the following comment: "The announcement says that General Mitchell has 50,000 hours in the air to his credit and that he has traveled about 150,000 miles in airplanes of various types. The slide rule at McCook Field that checked these figures must have been full of water oil. To have done this General would have had to fly ten hours a day for about ten years, and to go 350,000 miles he would have had to use a specially designed airplane with a speed of six miles an hour. Perhaps, after all, McCook Field has designed a ship that is a world beater."

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AVIATION

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No. 17

The Cost of Our Air Services

PROBABLY our readers will be as surprised as we were to find that the Government is spending about \$75,000,000 a year on aeronautical development. If someone who has no liking for this other expenditure that are not known could add them to the figures disclosed in the hearing before the Appropriations Committee or if some otherwise way could, as in any business, for depreciation on use of capital invested in plant and equipment, it is probable that the figure could be easily made \$100,000,000.

The World Almanac gives the appropriations of the leading countries that maintain Air Forces as follows: Great Britain, \$62,000,000, United States \$27,500,000, France, \$21,500,000, Japan, \$20,000,000, Italy, \$15,000,000. The above will show how important it is to have these figures corrected so that complete and reliable reports as to the World Almanac can be given accurately. There, also, comes the question as to what modifications proper changes against our Air Service. General Mitchell pointed out at the hearings that it was not correct to charge the appropriations of the Langley and the Wright, the Navy's only aircraft carriers to the Bureau of Aeronautics. He takes the position that the cost of aircraft carriers should not be charged to Aviation but that battleships should be charged to the Bureau of Ordnance. As he points out, it is the direct and indirect charges for Aviation were charged to our Air Service a huge sum could be piled up for the Army and Navy. Perhaps the best criterion in that only those things be charged to our Air Services that would not be Government expense if we had no Air Services.

The principal reason for attempting to get some appropriation out of our Air Services is to show conclusively the need for a single committee in both the Senate and the House to consider this increasingly important branch of the Government. When it is known that the Government is spending more for its Air Service than it does for the Departments of Labor (\$2,402,000), Justice (\$18,130,000), Commerce (\$23,452,000) and State (\$34,450,000) combined, it will become evident that some central committee that is responsible in its own mind is essential.

It should be remembered that each year since the War the appropriations for aviation have been decreasing. As often we have two years ago to determine how much was spent by the Government for all aviation activities in the fiscal year 1923, the total was \$105,586,355.09. This included even that are not given in the above figures for 1923, such as amounts and from the so called "unexpended balance" of one aviation appropriation, the expenditures for Air Station of the Army and Navy, Coast patrol, Bureau of Standards, Government Printing Office work, appropriations for Delivery Bill, money earned under the Fordifications Bill under Civil Bill, Legislation, Executive and Judicial Bill type of aviation employees and Special Bills (such as

the present Bill) to start the \$5,000,000.00 air center in Dayton.

Now, what have we in the way of airplanes for this expenditure of almost seventy million dollars? As the appropriations have not been decreased since 1923, we can take General Patrick's statement regarding the airplane situation as it exists now as typical of the methods of making expenditures on everything except aircraft.

"With the money that has been appropriated we have done the best we could, but, as I told the committee last year, it is insufficient to supply enough aircraft to equip fully even our present too small numbers. I am still going up by more modern planes, and rebuilding those more cheaply than we can build new ones. These war built planes are too slow to warrant our using them in another war, and for this reason too, newer and better planes are necessary."

And yet at the present time it is believed that only 33 new service airplanes are on order by the Army Air Service. But the most extraordinary and extraordinary condition is apparent when General Patrick states that \$1,500,000.00 is still unexpended out of the 1923-24 appropriation and \$757,123.00 out of the 1923-25 appropriation. That has been said, these two million dollars have been available for the purchase of the necessary aircraft and has not been spent.

It is more difficult to find from the hearings just how much the Navy spent out of its appropriations for airplanes. It would appear that the Navy desires to buy only 90 planes, exclusive of training planes; but yet the number now on order is not disclosed. It seems a safe estimate to give 300 as the new service planes that are being acquired by both services from their appropriations. If this is a true condition, then a study should be made of where the money goes. This we hope to be able to give the readers of AVIATION in next week's issue.

More than a Coincidence

WHEN the American aerial shipper Rheasbach returned under his own power to the naval air station at Lakehurst after having been torn from his mooring mast by a 70 m.p.h. wind and fought the storm all night, these circumstances indicated toward lighter-than-air navigation, which this happy case is an example of a good luck.

The Italian shipper, the ST, recently furnished a most remarkable parallel to the lightning light of the Rheasbach, as is referred in detail elsewhere in this issue. It is a very appropriate proof of the fact that an airship which is in unfavorable condition, with a competent crew on board, may break away from her moorings without making a fall, greater than that experienced by a ship of the sea which drops her anchor in a storm.

(Continued from last issue)

By POWELL CRICHTON

Attorney at Law

An airplane fell into the waters of Commencement Bay, a part of Puget Sound. The airplane was recovered, and a salvage action—particularly the enforcement of a lien for repairs—was made. It was held that an ordinary airplane was not a subject of maritime jurisdiction. (Crawford Bros. No. 2, 710 Fed. 240.)

Federal Judge Cavanaugh decided against the jurisdiction of his court on account of the absence of legislation covering the case. It is his opinion that most questions have to be relegated to the common law courts. He did not consider that an airplane was maritime.

In an article in the *Airways*, 1934 Harvard Law Review, it was suggested that if this had been a seaplane, it would have come within the rule of admiralty.

There is a dispute as to the cost of \$20,000 of water (\$2 lower if a 65-ton) to the effect that salvage might be awarded for salvaging planes dropped into the sea from a balloon for the reason that the law of salvage applies to objects found floating on the sea that are not ships, or vessels, and not necessarily removed from ships or vessels.

In admiralty law, it is the liability of an owner of a vessel to the value of the interest of such owner in such vessel and her freight then pending (17 U. S. Compiled Statutes, § 1283.)

Workmen's Compensation

A seaplane, while moored in Greenough Bay, broke anchor and was wrecked in such a manner as to cause the death of her crew. An employee of the company owning the seaplane, washed into the water to turn the plane around, and was struck by the propeller. He made claim for compensation. The court in the *Greenough Bay* case, decided in New York. This case was carried to the Court of Appeals, which decided that the seaplane was a vessel without admiralty jurisdiction, and therefore the injury could not be compensated under the Federal Seaman's Act of 1915. (Hendricks v. Newport Flying Service, 272 N. Y. 315, 35 A.2d 1934.)

Justice Cardozo was of the opinion that the rule "liability is complete, while absent, in the liability of the vessel," is however limited and function stamp it as a means of water transportation.

At last the flying machine had met such functions and responsibility as to be brought in. Judge Cardozo pointed out that the Treasury Department of the United States required seaplanes (hydroaeroplanes) to be registered as vessels, and that in accepting water they were subject to the rules of the sea. They are also considered vessels within the meaning of the Tenth Law. (U. S. Compiled Statutes (1926, 5270), and Justice in the Southern District of New York has allowed a claim to be filed against a hydroaeroplanist and promise to issue a writ. (See *Airways* Ann. Rep. July 1932, pp. 7, 8, 24.)

Insurance

A passenger in an airplane was killed by the falling thereof. He had an insurance policy for \$2,000, which contained a clause "any death if cause injuries, fatal or non-fatal, sustained by the insured while participating in or in consequence of having participated in aeronautics." The court refused to allow the recovery under the passenger's insurance policy. (Bers v. Travelers Insurance Co., 112 Atlantic (N. J.) 828, 13 A.2d 193.)

A somewhat similar case in that of *Bridley v. Arctic Life Insurance Co.* (108 App. Div. 710, 145 N. Y. Supp. 1937.) Plaintiff brought an action to enforce the liability of an insurance company as an aviation policy. The plaintiff was injured while making an emergency in a biplane which he had equipped with a view to meeting it to aviation school aviation prize contest. The court refused to allow the plaintiff

to recover because he was temperately performing acts of a mere hazardous nature than those needed as but companies in the policy, and refused to consider that the plaintiff was engaged in aviation at the time he was injured. He was, however, allowed to recover under the Classification Manual of the Insurance Company for a fixed rate to recovery, which limit was fixed in 1930. Plaintiff was given the sum of \$25,000, that being the pro rata compensation of the limited liability.

The Case of Carriers

It is not possible for a railroad company as a common carrier, to make a contract to carry a risk over on the express condition that it be insured, he can recover only as much from the railroad. This subject, of course, involves the law of common carriers. The railroad company is permitted to limit the liability regarding the amount that may be recovered for loss of baggage, and the law is somewhat similar in regard to loss of freight. The theory is that, on the one hand, the strength of the parties to the freight contract. But the liability of damage to a passenger is not within the line of contracts, but is under the law of tort. While it is true the carrier can not insure the passenger's safe carriage, the law nevertheless it is liable for negligence on the part of the carrier. The duty of the carrier is to use the utmost diligence with the highest degree of care. It is considered not an express public policy to exempt the carrier from the law of tort. (Harris v. South Carolina Ry. Co. 329 U. S. 129, 9 Sup. Ct. 249.) This would seem to be so even where the passenger has a special contract made to him in the way of the rate charged. (37 L.R.A. 316, Walter v. Southern Ry. Co. 150 Cal. 703, 37 L.R.A. (1931) 230.)

Now Justice Brandeis, in the *Appellate Division*, in the case of *Morris v. Canada Ry. Co.*, attempts to point out a distinction between an ordinary mail, freight and a passenger ticket for an ocean carrier. He calls it a "Ticket" and the other a "Contract." The Court of Appeals refused to consider any such distinction.

Professor Williston, in his book on *Contracts*, p. 216, is of the opinion that the sale and purchase of a ticket for an ocean voyage is usually conducted with such caution and deliberation as to avoid the transaction with the elements of a contract. He holds that the passenger has a special contract and liability is understood. It is admitted that he has the opportunity, but it is greatly doubted whether he has the ability to understand it.

International Law

While it has been noted that the problem of aviation law (while the study of admiralty), some, customs, commercial, maritime, as well as international law, are more significant in a foreign country, the question of international law must also be considered.

Alfred, in his written a very interesting article in 33 *International Law Review*, entitled, "The International Flying Convention and the Freedom of the Air," published in November, 1919. It contains a draft of the International Flying Convention.

No one would deny that there should be a uniform law as applied to international aviation. Each country was represented at the convention, and the provisions of the draft are most reasonable. The United States has made certain reservations, which have not been adopted by the convention. In reality, it was a part of the League of Nations Treaty.

The draft of the International Flying Convention has been published in the United States as Senate Document No. 853 Congress, 1st Session, also in 33 *Harvard Law Review*, p. 263.

After recognizing that every state has complete and exclusive sovereignty in the air space above its territory, and

normal status, each contracting state undertakes in time of peace to accord freedom of innocent passage to the aircraft of the other contracting states on the conditions established by the Convention are observed.

In general principle recognize that each contracting state has the right for military reasons, or in the interest of public safety, to prohibit the overflight of the other contracting states (not flying over certain areas of its territory). Notices should be published and delivered, showing the location and extent of the prohibited areas.

It is also recommended that, in the case of airmail, registry is provided for, and that registry limited to airmail, and domestic air-operated companies, and aircraft cannot be registered as such as one state. There is a requirement that aircraft records in international registration, should have the nationality and registration number, as well as the name and residence of the owner.

Airworthiness Certificates

In the question of certificates of airworthiness, and nationality, it is required that every aircraft engaged in international navigation should be provided with a certificate of airworthiness issued by the state whose nationality it possesses. In international navigation, pilots and engineers have to be provided with certificates of competency and licenses issued by the state whose nationality the aircraft possesses.

There is a prohibition against wireless apparatus except where it is required for the service of the aircraft, which also, the aircraft possess, and where there is a landing in the territory of the state. Yet, another provision excepts every aircraft used in public transport capable of carrying more than nine persons, or more than five tons of cargo.

In the question of air navigation, foreign territory, there is a provision that aircraft of a contracting state has the right to cross another state without landing. But it has been recommended that every state enter within the flight zone of the state. Nevertheless, it is added to limit it ordered to do so by means of signals. An aircraft passing from one state into another is compelled to land at one of the airports of the latter state, or other world, the principle of international public aviation is not subject to the jurisdiction of the state whose air. Each contracting state has the right to reserve to its own national aircraft the right to carry persons and goods for business between two points in (or on) its own territory.

There is also a provision that such restrictions imposed by one state may be subject to restrictions in any other contracting state, except that the latter state does not itself impose such restrictions on foreign aircraft. There is a particular clause that prohibits owners of aircraft on the ground that the restriction of the aircraft is an infringement of the principle.

There is a clause for an infringement of this kind shall be fully made in the country of origin of the aircraft.

Papers Carried by Aircraft

Now follows some of the rules to be observed as documents, which include, when under way, the following documents: (1) Aircraft engaged in international navigation has to be provided—

- (1) With a certificate of registration
- (2) With a certificate of airworthiness
- (3) With certificates and licenses of commanding officers, pilots, and crews
- (4) With a list of names of passengers
- (5) With bills of lading and manifest of freight, if carried
- (6) With logbook.

(7) With special license if equipped with radio

Each book has to be kept for two years after the last entry, and the holder is to be carried by the aircraft, and a duplicate thereof as an in-verify document. The same provision applies to authorities of the country where an aircraft lands.

It is also based on aircraft must conform to the laws and regulations of the state visited. The following is an annex to the Convention— "Local regulations between persons on board an aircraft in flight are governed by the law of the nationality of the aircraft."

But in case of crisis, the jurisdiction of the state from over applies only in case the aircraft was committed against a national or in case it was recovered by a landing through the same journey upon its territory.

Every airport is a contracting state which is open to public use by that state's national aircraft should likewise be open to aircraft of all other contracting states. There should only be a slight tariff charge for landing and length of stay applicable alike to national and foreign aircraft.

Each contracting state undertakes to punish its own citizens who are prohibited from flying above the limits of the territory of other states.

Prohibited Transport

On the question of prohibited transport, some of the articles under certain circumstances, are explosives, arms and munitions of war. And foreign aircraft are prohibited from carrying such articles between any two points in the same contracting state. Each state is permitted to prohibit its citizens from carrying such articles, and photography apparatus. And each contracting state has the right to impose further restrictions as a measure of public safety provided they promptly notify the International Commission for Air Navigation.

On the question of state aircraft, the following are deemed to be state aircraft—Aircraft exclusively employed in state service, such as postal, customs and police; also military. Every other aircraft is a private aircraft. It is considered that in military service, the aircraft should be marked with a military symbol. No military aircraft of one state can fly over or land in another state without a special authorization. The state which has the right to detain the other, whose pilots and stations aircraft are authorized to fly over.

As provided for in the Convention, the International Commission for Air Navigation is to be a part of the League of Nations. It will be composed of representatives of two representatives from the United States, France, Italy and Japan; one from Great Britain, and one from each of its Dominions; and one representative from each of the other contracting states. The voting arrangement is to be equal similar to the procedure for the League of Nations.

The Air Navigation Commission

The main duty of the Commission is to receive or make proposals for the modification or amendment of the provisions of the Convention, and to give notice of changes adopted, to collect and communicate information which includes the publication of maps, to give its opinion on questions submitted to it by contracting states, and to give its opinion on requests are to be borne by the contracting states in proportion to the number of votes at their disposal. But technical discussions are not to be an expense of the International Commission, and should be borne by the respective contracting states.

The final provisions of the Convention provide for each state to cooperate in the collection and dissemination of statistics, current and special meteorological information, and the collection of statistics of aircraft movements, and the establishment of a uniform system of ground flying and the establishment of necessary wireless stations.

All questions of disagreement between two or more states relating to international aviation should be determined by the permanent court of International Justice.

In case of war, the freedom of action of the contracting states is not affected.

The agreement of the International Commission provides for relations similar to the relations of the League of Nations.

The Convention itself has various annexes to it. For example, the lights to be carried by airplanes are white, blue, and white light at night, red light for port, and green light for starboard. Airships have all those lights doubled, while balloons have a single light below the one. However, the Convention does not require that the lights be carried. When under driven aircraft need not on, such time as the night.

*This commission has been functioning since 1923 without interruption from the United States, however—Editor.

Progress of the American World Flight



Map showing itinerary of American World Flight from Seattle to Japan

Courtesy, New York Times

The four planes of the American World Flight, commanded by Maj. Fiedrich L. Martin, A.C., which flew on April 28 from Prince Rupert, B.C., to Sitka, Alaska, were held at the latter place by bad weather until the 13th.

On the 13th the storm raged an eight hour battle with high winds and heavy rain to prevent the airplanes New Orleans and Boston from being washed ashore and dashed to pieces. Only the prompt aid of a United States forest ranger boat and the rise of heavier storms saved the planes. The light airframe of the machines with little extra weight in the struggle which swept them steadily inland until additional weights were attached.

From Sitka to Seward

On the 13th, the weather having cleared, the four ships left off Sitka at 5:43 a. m. and, reaching the scheduled stop at Cordova, flew directly to Seward, Alaska, where they landed at 4:30 p. m. Major Martin reported to the Chief of Air Service having run through more squalls for 3 1/2 hours without, calling them "hard conditions even," and added that the majority of the coast was all that made the trip possible.

There was much disappointment at Cordova, where the people were eager to give the aviators a hearty welcome. The squamous period with all clouds, and was not without either at Cordova or at Cape Hinchbrook.

Going to low visibility, the squamous severely delayed a return to flight. Off the Pacific shore, Seward, Alaska, where the four ships, about half way from Sitka, found, Louis Wade, who was leading the formation on the Boston, after dropping down low because he had lost sight of the storm, was unable to descend the coast and landed to make a sudden turn. By so doing he turned near the coast of the Seattle, the plane of Major Martin. At the time large blinding snow-bank misters by powerful gusts of wind, blowing the masts of vessels, so that the planes had to close together as 30 ft. in order not to lose one another.

A Close Shave

When Lieutenant Wade made his sharp turn those behind had closed up to the mainline. To protect himself Major Martin also backed. To avoid the two barges they suddenly placed in their paths Lieut. L. H. Smith, flying the

Chicago, and Lieut. Erik Nelson, in the New Orleans, dropped and went beneath Major Martin and Lieutenant Wade. Smith and Nelson, from their lower position, readily discerned the above fact. By adopting a steady course they were subjected to Lieutenant Wade's first beverage had been found. The leader then went directly forward and all fell into an orderly formation again.

During this fly-by fight the storm ate only five mile radius square. They attributed their success to perfect performance by their action.

From Cordova to Seward, the weather was perfect and the ships took at once to the end of their trip.

On the 14th departure from Seward was prevented by snow squalls and storm warnings from Chicago, the next day. On the 15th the weather cleared, and the four ships took off for Chicago at 10:16 a. m. Major Martin had noted from 7 o'clock for reports to indicate that the route to Chicago, 450 mi. to the west, had possible weather. The west out clear and sometimes as the latter rose from Esmeraldas Bay and a light wind was blowing.

The route chosen was by way of Chicago Island, the entrance to Cook Inlet, the Barrow Islands, along the shore of Kodiak Island to the head of Uyak Bay, and thence along the southeastern shore of the Alaskan Peninsula to Chicago.

Major Martin Forced Down

Three of the planes—the Chicago, the Boston and the New Orleans arrived safely at Chicago afterward they had to fight their way through more squalls most of the time. The four plane Seattle, however, was forced to land, owing to a bad fog, on the coast, in Portage Bay, near Cape Lynch, about 100 mi. from Chicago. Major Martin's ship had difficulty in keeping off at Seward, and was trying the formation lead Lieutenant Nelson, until it dropped out of sight in the low visibility.

The American destroyer Curry and Hall, standing by at Seward, were immediately sent out to look for Major Martin. The Hall found the Seattle the next morning about at Portage Bay, with Major Martin and Sergeant Hager on board. Both were suffering from exposure from spending the night on board the plane and were put ashore to recuperate in a local camp.

The search was directed by means of a wireless station on Kodiak Island, south of Shelikof Strait, and the station at Kodiak. These were in touch, through Cooktown, with the outside world and through a private agency could have been aided by Sgt. William B. Rogers of the United States Army, with Major Martin's co-pilots.

Word of Major Martin's rescue was brought to Chicago's wireless station by means of a private radio station and is an Army Sergeant for the convenience of the fleet. It came as the fleet were preparing their machines to fly in search of Martin. The wireless told of the destroyer Hall and Curry en route to the rescue and how all the Air Force and government and private agencies united to assist the missing aviators.

Chicago is a native village consisting of a half dozen houses, two or three huts, two shacks, and the buildings of the Northwestern Concrete Co., which has there a radio station. Seward is at a latitude of 56 deg. and 8 min. north, which in the United States the first will reach until Anchorage, Greenland, which is 60 deg. and 50 min. north latitude.

Three Ships Reach Unalaska

The flight from Seward to Chicago was by way of Chicago Island, the entrance to Cook Inlet, the Barrow Islands, along the shore of Kodiak Island to the head of Uyak Bay, thence along the southeastern shore of the Alaskan Peninsula to Chicago.

When word of Major Martin's disappearance reached Washington, Major General Hines, Deputy Chief of Staff of the Army, directed Major General Patrick to instruct the World Fleet "to remain within sight of one another during the balance of their flight."

On the 18th the World Cruisers Boston, Chicago and New Orleans proceeded from Chicago to Dutch Harbor, Unalaska, a distance of 400 mi., which they covered in 6 to 10 min. They were awaiting the arrival of the Seattle, Major Martin's ship, in which a new Liberty engine was being installed. This engine was dispatched to Kodiak, where the Seattle was down, from Dutch Harbor on board the Coast Guard cutter Albatross.

The Navy's Assistance

Before the World Fleet started from Seattle, the Secretary of War requested the Secretary of the Navy to use whatever means were available to cooperate and assist in the Army Around the World Flight. The specific assistance requested was as follows:

(1) Read two destroyers with gasoline and other supplies to the ships in the Kurile Islands as station vessels for the system when they arrive at these points. These vessels were to be in a radio chain of communication during the flight in this system.

(2) Guard the passage across the Yellow Sea from Kagi-shima, down to Shanghai and, if necessary, furnish radio ships and guard light on the various ships from Shanghai to Seattle.



The British World Flight team—(L. to R.) Lieut. W. B. Phipps, pilot; Maj. Stuart Macdonald, navigator, in their biplane.



Official Photo U. S. Army Air Service

Mounting a Hawaiian propeller on one of the ships of the American World Flight

(3) Assign four destroyers or similar vessels to assist in the passage across the North Atlantic Ocean; these ships to be assigned: One off Iceland Harbor, Iceland, near the mouth of Haffslund Strait; a second to patrol Dover Straits on a late between Greenland and Iceland Harbor during the passage across the Davis Straits; a third to be located off Cape Farewell, Greenland, during the passage of the same flight; and the fourth, to stand by in the Denmark Strait, midway between Iceland and Greenland during the passage of the flight across Denmark Strait.

Upon instructions from the Chief of Naval Operations, the Commander in Chief of the Atlantic Fleet assigned the destroyers Page and Ford to duty in the vicinity of Kurile Islands. These destroyers arrived at Unalaska for their supplies on April 6, and were to leave there the 10th. The destroyers Thetis, Perry, Paul Jones, and Paulsen were to arrive at Unalaska on April 15, and with mine in guarding the flight from Seattle to Unalaska and down the China Coast.

No instructions have as yet been issued governing the flight across the Atlantic Ocean, but the Navy Department has informed the War Department that they will be pleased to assist in this passage and will issue instructions governing the flight from England when the Army Air Service can supply the Commander, Atlantic Fleet, with definite information relative to the arrival of the aviators in the Atlantic before he proceeds.

The Army Air Service was supplied by the Naval Air Station, San Diego with heavy gear and a Navy Standard Airplane Company for use on the World Cruisers.

The Naval aviator detachment at Seattle, formerly the advance party for the Naval Arctic Expedition, has been re-equipping with the Army World Flight and has arranged for special radio reports of weather from West Coast stations, including Alaska, for the benefit of the Army fliers. The Navy aerologists have been preparing a daily weather map from this date, and forecasts have been issued. This service, including the transmission of forecasts, will be continued until the Army planes leave Asia, one of the Atlantic Ocean ships.

BACKFIRES

Tediousness of a strange accident and of its prevention are vainly reported in steadily copyrighted three days apart.

From The New York Times:

WILMUNA, March 24.—On Thursday, March 24, a low jet performed an exercise on which he has been working for nearly five years. The idea has been to convert an engine built to fly like a bird, with pulsating wings. He says his machine ran one straight from the ground and flew around about independently as the ground without danger. He makes claims that he has solved the problem of tail racing, and that his engine is automatically protected against landing falling.

"He is looking for a financial backer who will undertake building his engine on a large scale."

From The New York Times:

PARIS, March 27.—A new helicopter has just been completed by the American inventor, Francis H. Smith, after twenty-five years of experimentation, according to news received from Vienna today. It has lifting wings and a low power motor, which nevertheless enables it to rise vertically from the ground without previous horizontal run.

The Smith "Whirlwind" experiment, in some building of under an agreement with the engineering committee, established in early 1910,000. The machine has taken out patents and claims to be the only machine built for the Austrian Government has had a chance to accept.

Thinks Smith is a rule—come meet their case in a lifetime. Hearing the engine say "pff" to stand one of its devices to quit.

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